

**WINE AND SPIRIT MERCHANT**

**CHAZAL & Co.**

MAKERS AND FRENCH PRESERVES IMPORTERS.

4, QUEEN'S ROAD.

# The China Mail.

ESTABLISHED 1845

GRAND PRIZ PARIS 1889  
The Highest Possible Award

**Joseph Gillott's PENS.**

Of Highest Quality, & Having Greatest Durability, are the most CRAPPEST.

The only Award of Honor 1889.

No. 13,610

號七十月一十年大零百九千一英

HONGKONG, SATURDAY, NOVEMBER 17, 1906.

日二初月十年午丙

PRICE, \$3.00 Per Month

## SHERRIES.

**PALE FINO:**  
Cande de Torres Cabrem ... \$12.00

**DINNER SHERRY:**  
Cande de Torres Cabrem ... 16.00

PER CASE OF 1 DOZEN QUARTS

**MADEWEN, FRICKEL & CO.,**  
1815 3, DUDDELL STREET.

Intimations.

**WHO'S WHO**

THE

**FAR EAST**

ONLY BOOK OF REFERENCE

OF THE

**PROMINENT MEN OF THE FAR EAST**

IN THE FAR EAST

Price ... \$10.

FORWARDED TO ANY ADDRESS

Obtainable from the Publishers—  
8, QUEEN'S ROAD CENTRAL.

Hongkong:  
Hongkong, July 10, 1906

IN THE SUPREME COURT OF HONGKONG.

In the Matter of the Estate of THOMAS ROBINSON, late Master of the s.s. Kwong Choo, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 55 of the Probate Ordinance 1897, made an Order limiting to the 31st day of December, 1906, for sending in Claims against the above Estate.

All Creditors are hereby required to send their Claims to the undersigned before the said date.

Dated this 2nd day of October, 1906.

ARATHOON SETH,  
Official Administrator.

2080

NOTICE.

FRENCH TERRITORY OF KWONG-CHOW-WAN.

TENDERS for the FARM during 5 or 8 years of RAW and PREPARED OPIUM imported or prepared on the spot will be received at Matcho (Kwong-chow-wan) up to December 8th, 1906. All details and conditions will be given by the French Consulate, Hongkong, any day between 10 a.m. and 1 p.m.

By Order  
GASTON LIBERT,  
Consul for France.

Hongkong, November 16, 1906. 2210

WANTED.

JAPANESE LADY desires Position as GOVERNNESS, Teacher of Japanese or children's companion.

Apply  
Miss YAMASHITA,  
No. 3, Hillside Terrace, Wanchoi.

Hongkong, November 12, 1906. 2186

NOTICE.

GENTLEMEN, retired from Government Service, and returning to England can obtain a good income and country occupation from fruit culture under glass. Capital required \$1,000 to \$2,000.

Write HORTICULTURAL 2 and 3, WHITE STREET, LONDON, E.C.4.

Hongkong, October 20, 1906. 2080

NOTICE.

MR YAKOUCHI, JAPANESE ARTIST from Yokohama, can execute any WATER-COLOUR PAINTINGS, including scenes, Land or Seascapes, Buildings, Portraits, etc., etc.

Done on Silk, or not, as desired.

Apply to  
Mr. YAKOUCHI,  
c/o FUJIKAWA & Co., Jap. Curio Shop,  
9, D'Almeida Street.

Hongkong, November 12, 1906. 2185

**A. S. WATSON & CO., LD.**

**REDUCTION IN PRICES.**

WE beg to notify our Customers and the Public generally that LARGE REDUCTIONS have been made in our PRICES to adjust them to the rate of exchange now ruling. These Reductions will come into force on the 15th November, 1906, and the discount of 5% hitherto allowed will cease from that date.

A. S. WATSON & CO., Ltd.  
Hongkong, November 10, 1906. 2177

## Business Notices.

**THE PULSOMETER ENGINEERING CO., LD., LONDON.**

PULSOMETER - PUMPS - WATER-SOFTENING PLANTS - FOOL-PROOF ICE-PLANTS.

SOLE AGENTS: **W. S. BAILEY & CO**  
20, CONNAUGHT ROAD.

**HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

**Hongkong-Canton Line.**

s.s. FOWAN, 2,338 tons, Captain W. A. Valentine.  
s.s. FATSHAN, 2,260 tons, Captain R. D. Thomas.  
s.s. KINSHAN, 1,995 tons, Captain J. J. Eosdun.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 9 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

The Steamer, carrying His Majesty's Mails, are the largest and fastest on the line. Special attention is drawn to their Superior Saloon and Cabin accommodation.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

**Hongkong-Macao Line.**

s.s. HONAM, 2,363 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2 p.m. Sunday Special Excursion leaving Hongkong at 9.30 a.m. and a Second Departure about 7 p.m.

Departures from Macao to Hongkong on week days at 7.30 a.m. On Saturdays a departure about 7.30 p.m. On Sundays at 3 p.m. (See Special Express).

**Canton-Macao Line.**

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

**Canton-Wuchow Line.**

s.s. SAINAM, 588 tons, Captain J. Wilcox.  
s.s. NANNING, 568 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the —

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.**

Hotel Mansions, (First Floor), opposite the Hongkong Hotel.  
Or of BUTTERFIELD AND SWIRE.  
Agents, CHINA NAVIGATION CO., LTD

## 10 PER CENT DISCOUNT.

IN consequence of the favourable exchange now ruling, we beg to notify our PATRONS and the PUBLIC GENERALLY, that until further notice, Our Prices for Wines and Spirits will be reduced 10 per cent, AS FROM THE 1st NOVEMBER.

**H. PRICE & Co.,**

WINE & SPIRIT MERCHANTS,  
12, QUEEN'S ROAD CENTRAL.

Hongkong, November 15, 1906. 2199

## TUITION.

MR L. A. DE GRACA has discovered a New Method which enables him to teach the MANDOLINE or BANJO in six months. Also gives Lessons on Violin and Guitar. Terms moderate. Address 53, ELGIN STREET.

Hongkong, October 29, 1906. 2094

## FOR SALE OR HIRE.

JUST ARRIVED a large Consignment of ENGLISH MADE BICYCLES, &c. Monthly payment system can be arranged.

**THE EASTERN CYCLE CO.,**  
No. 3, ARSENAL STREET.

Hongkong, November 13, 1906. 2193

**DENTAL SURGEON**  
**G. DE PERINDORGE.**

DIPLOMA: PARIS.

LATEST IMPROVEMENTS INCLUDING:

PORCELAIN FILLINGS.

HOTEL MANSIONS,

PEDDER STREET.

Hongkong, June 1, 1906. 1199

**HONGKONG HIGH-LEVEL TEAMWAYS COMPANY, LIMITED.**  
(IN LIQUIDATION)

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 10.00 a.m. Every 15 minutes.  
10.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 11.30 a.m. Every 15 minutes.  
11.30 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 p.m. to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 1.30 p.m. Every 15 minutes.  
1.30 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 2.30 p.m. Every 15 minutes.  
2.30 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.30 p.m. Every 15 minutes.  
3.30 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 4.30 p.m. Every 15 minutes.  
4.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 6.30 p.m. Every 15 minutes.  
6.30 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 7.30 p.m. Every 15 minutes.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

Extra Cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
Liquidators.

Hongkong, August 27, 1906. 1061

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**

TOTAL FUND at 31st DECEMBER, 1905, £17,837,119.

Authorized Capital £3,000,000

Subscribed Capital £3,750,000

Paid-up Capital £2,687,500 0 0

Fire Fund £3,386,720 19 8

Life & Annuity Funds £13,782,898 8 5

Revenue Fire Branch £17,837,119 8 1

Life & Annuity Branches £2,081,044 19 8

Life & Annuity Branches £1,713,808 19 10

Revenue Fire Branch £17,837,119 8 1

Life & Annuity Branches £2,081,044 19 8

Life & Annuity Branches £1,713,808 19 10

Revenue Fire Branch £17,837,119 8 1

Life & Annuity Branches £2,081,044 19 8

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Life & Annuity Branches £1,713,808 19 10

Revenue Fire Branch £17,837,119 8 1

Life & Annuity Branches £2,081,044 19 8

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## CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER.

**CHIEF WING & CO.**

28 & 29 LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL

IRON WARE, &c.

STEEL CORDERS AND TEES

CORRUGATED IRON, PIG IRON, &c.

Suitable for

\*SHIPS, ENGINEERS AND FOUNDRY WORK.

Hongkong, August 27, 1906. 1233

## Business Notices.

**BELL'S ASBESTOS EASTERN AGENCY, LIMITED**  
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES,

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK FINISHED PROMPTLY.

ON SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VOEUX ROAD.

## Business Notices.

**GREEN ISLAND CEMENT CO., LD**

**PORTLAND CEMENT**

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

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NAVAL GUNNERY.

Excellent Practice.

The magnificent shooting performance by Petty Officer Sullivan, on board the armoured cruiser "Duke of Edinburgh," is an example of the wonderful progress that is being made all along the line in naval gunnery. It is probably the best piece of shooting from heavy guns that the world has ever seen. To hit a target 21 feet by 17 feet 11 inches, at a range of 1,000 yards, from a 9.2 inch gun, ten times with ten successive rounds, in the short period of 30 seconds, is a feat fully deserving the high praise that was bestowed upon it by that expert naval gunnery man, Prince Louis of Battenberg, who commands the Second Cruiser Squadron, to which the "Duke of Edinburgh" belongs. It must be remembered that this was an unaided effort on the part of the gunlayer and his crew, as the "spotter" officer is not allowed to prompt the men from aloft by indicating the fall of the shot to them, as is the case when battle practice is being carried out. In the gunlayers' test the man behind the telescope has to do his own spotting, and with the glasses now used he can at that distance see the hole in the target if the shot is hitting. This fact represents something more than just a position of accurate shooting from a large gun, heavily mounted and speedily reloaded; it is likewise a physical feat of the highest order, for the 9.2 inch gun is a handlong weapon, and has not only to be pointed to push home its charge, but to be pointed by hand in a single moment. The gun crew, therefore, has to handle a gun of this size ten times in 30 seconds, and this is the part of the performance that has most struck the imagination of naval gunnery experts. With guns mounted and pointed so accurately, and a spotter so accurate, it is not surprising that the "Duke of Edinburgh" has been able to obtain more than 50 per cent. of hits at their long-distance battle practice. This is going ahead by leaps and bounds. *United Service Gazette.*

Well-behaved Navy.

According to the annual return of naval courts-martial, published recently, there were 233 trials during the last year for offences against the laws of the service. There were 290 trials of offences, which is the lowest number for ten years except in 1904.

A SAFE REMEDY FOR ALL SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure state of the blood, from WHATEVER CAUSE ARISING, you should test the value of Clarke's Blood Mixture, the world-famed Blood Purifier and Restorer. This medicine has 40 years' reputation, and is to-day more popular than ever, the reason of this being undoubtedly because this wonderful remedy does what it professes to do—it cures skin and blood diseases permanently.

Clarke's Blood Mixture

IS THE FINEST BLOOD PURIFIER EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. For SCROFULA, BAD LEGS, SOREY, ECZEMA, BLOOD POISON, ULCERS, SKIN & BLOOD DISEASES, KIDNEYS.

It is a safe and Permanent Remedy. It is the only safe remedy for Gout and Rheumatic Pain, for it removes the cause from the Blood and Bones. NOTE. This mixture is pleasant to the taste and is warranted FREE FROM ANYTHING INJURIOUS TO THE MOST DELICATE CONSTITUTION of either sex, from infancy to old age, and is therefore a safe remedy to give it a trial to test its value. Thousands of wonderful cures have been effected by it.

THIRD MANY THINGS WITHOUT BENEFIT UNTIL I TOOK CLARKE'S BLOOD MIXTURE. Mr. F. E. Lewis, 48, Bridge Street Row, Chester, writes:—Just a line in favour of "Clarke's Blood Mixture." I had eczema for seven months, and tried many things without benefit until I took your remedy. After the eighth bottle I was quite well again. Please accept this letter as a token of gratitude to your wonderful "Clarke's Blood Mixture."—June 12, 1905.

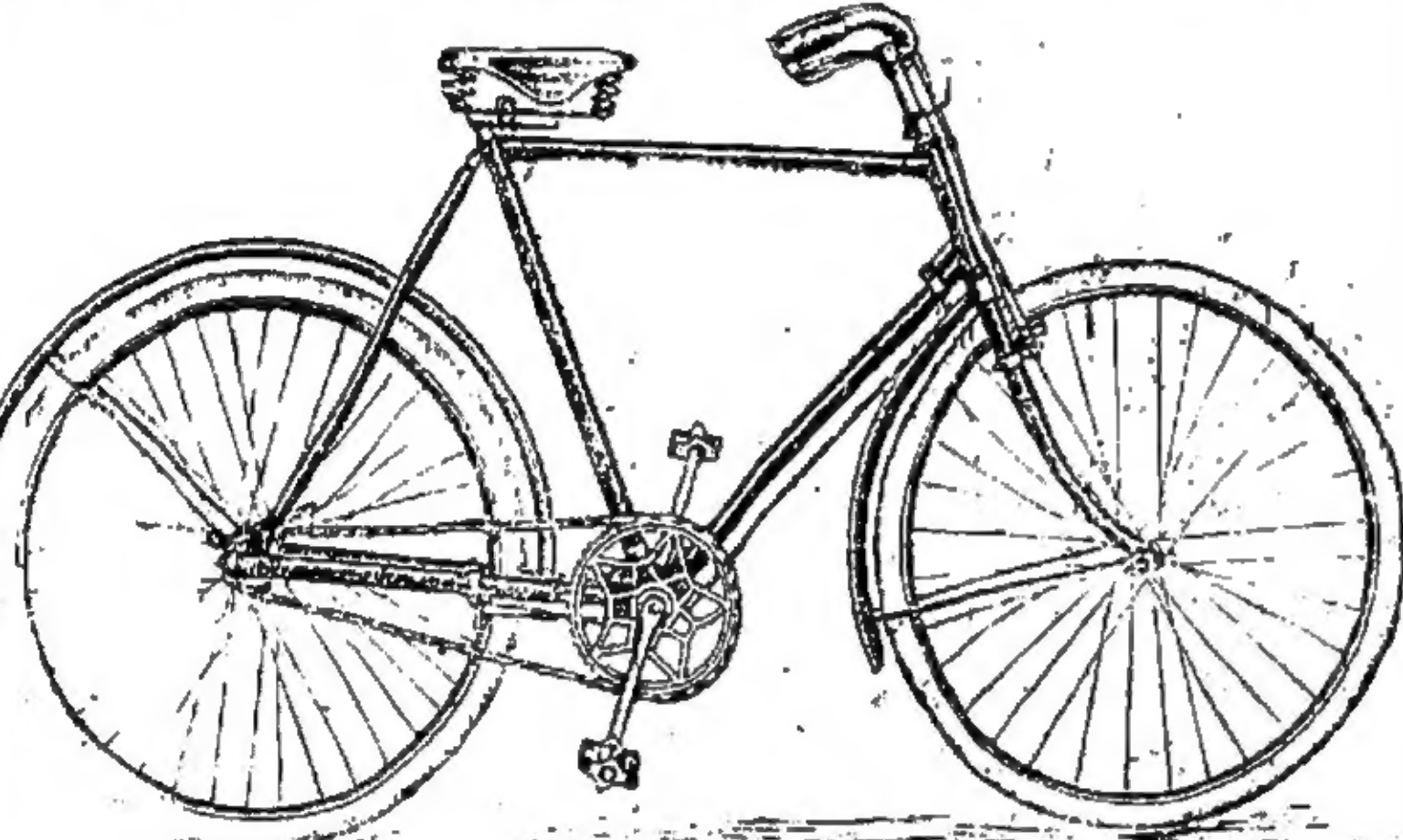
IMPURE IN THE BLOOD.—We have seen hosts of letters from all sorts and conditions of people, in which the writers acknowledge the benefit they have received from Clarke's Blood Mixture, which is a curative agent caused by the highly estimated, since it cleanses and clears the blood from all impurities, and restores it to its normal condition. This is a good testimonial from the Family Doctor, the people's medical remedy, which goes on further to say: "It is certainly the best blood purifier that science and skill have brought to light, and we can with the utmost confidence recommend it to our subscribers and public generally."

Sold by all Chemists and Patent Medicine Vendors throughout the World.

Ask for CLARKE'S BLOOD MIXTURE and beware of cheap imitations and substitutes.

*A seductive smoke.*  
The name *The Young American* on your box of cigars is a guarantee of exceptional quality.  
Every cigar perfection!  
Every cigar means an hour of enjoyment!  
On sale all over the world.  
Sole importers.  
*The Holland-China Trading Co.*  
Shanghai-Hong-Kong-Hankow

HIGH GRADE CYCLES.



CHEAP SALE FOR 15 DAYS ONLY.

Please Call William Gib-on McKirdy & Co., DRAGON CYCLES DEPOT, 11, D'AGUIAR STREET, Hongkong, November 17, 1906.

FOR SALE.

WOODEN LIGHTERS.

Length 80' 0"  
Breadth 24' 0"  
Depth 9' 6"  
Capacity 320 tons.  
Complete for delivery within 6 weeks from this date.  
Plans, Specifications and particulars from O. K. WARREN & CO., 30, DES VOUX ROAD, and HOO CHEONG WO CO., 51 & 52, CONNAUGHT ROAD CENTRAL, Hongkong, November 5, 1906. 2147

FOR SALE—CHEAP.

ONE SET TRIPLE EXPANSION ENGINES with Shafting and Propeller complete, in good Order and Condition.  
Cylinders 28", 37" and 60", Stroke 3 feet 8 inches.  
Builders, MUIR and HENDERSON, Glasgow.  
For full Particulars and Prices, apply to WILKES & JACK, Consulting Engineers, VICTORIA BUILDINGS, Hongkong, Hongkong, October 23, 1906. 2129

YACHT FOR SALE.

THE Well-known Yacht HAIDIE, Winner of His Excellency the Governor's prize for Cruisers in 1905.  
Apply W. HUTTON POTTS, LINCOLN & DAVIES, Alexandra Buildings, Hongkong, October 22, 1906. 213

Dentistry.

DR. HARRY FONG, AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.  
51, QUEEN'S ROAD CENTRAL.

Dr. M. H. OHAUN, THE Latest Method of the AMERICAN SYSTEM OF DENTISTRY.

1, DES VOUX ROAD CENTRAL, U.S.A.

SIEN TING, Surgeon Dentist, No. 14, D'AGUIAR STREET.

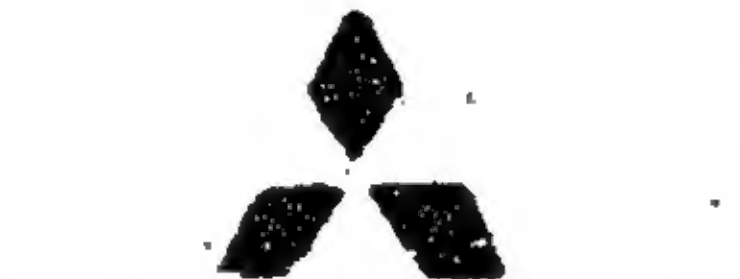
TERMS VERY MODERATE. Consultation Free.

CHRISTIANITY WORTH INTRODUCING INTO CHINA.

Reprinted from the "CHINA MAIL."

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Price 50 Cents.



MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.)

COAL DEPARTMENT MARUNO-UCHI, TOKIO.

CABLE ADDRESS: "IWASAKI," Which applies to all Branch Offices.

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BRANCH OFFICES: NAGASAKI, MOI, KORE, KANAGAWA, SHANGHAI, HONGKONG AND HANKOW.

AGENCIES: YOKOHAMA: M. ASADA, Esq. NINGPO: Messrs. GRANTING & CO. MANILA: Messrs. MACDONALD & CO.

SOLE PROPRIETORS of Takasima, Ochi, Shimon, Nanzan, and Kanji-Yamada Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coal produced from the above Collieries.

T. MATSUKI, Manager, Hongkong, No. 2, PRINCE STREET, Hongkong, April 25, 1906. 816

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the "CHINA MAIL."

Price Fifty Cents.

To be had at the "China Mail" Office, 5, WYNDHAM STREET.

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the latest House for receiving advertisements and Corrections to Advertisements.

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New advertisements should be sent in before 6 p.m.

GEO. MURRAY BAIN

Hotels.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms, Private Bar and Billiard Rooms. Hot and Cold Water throughout. Electrically Lighted. Electric Fan (if required). Electric Traction Elevator to each Floor. Cable Traction—Separate Tables. TELEGRAPHIC ADDRESS: "VICTORIA," Hongkong. For terms, etc., apply to the MANAGER.

VICTORIA HOTEL, SHAMKIN, CANTON.

ON THE BATTERY CONCRESSION. MACAO HOTEL, MACAO, CHINA. In the Centre of Praya Grand.

BOTH Hotels under Experienced European Management. Every Comfort and Convenience for Residents and Tourists. Wm. FARMER, Proprietor.

THE BEST BILLIARD TABLES IN THE COLONY ARE AT THE KOWLOON HOTEL.

CABLE ADDRESS: "CHIEF KOWLOON."

A High-class Tourist's Hotel under American Management. First-class Cuisine. Beautiful Garden. Moderate Charges. J. W. OSBORNE, Proprietor and Manager.

A HISTORY OF UNION CHURCH.

By Rev. G. H. BONDFIELD and Dyer Ball, M.A. Edited by Rev. G. H. HICKLING.

To be had at the "CHINA MAIL" Office, 5, WYNDHAM STREET.

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THE REVENUE OF CHINA.

A SERIES OF ARTICLES Reprinted from The China Mail. With an APPENDIX.

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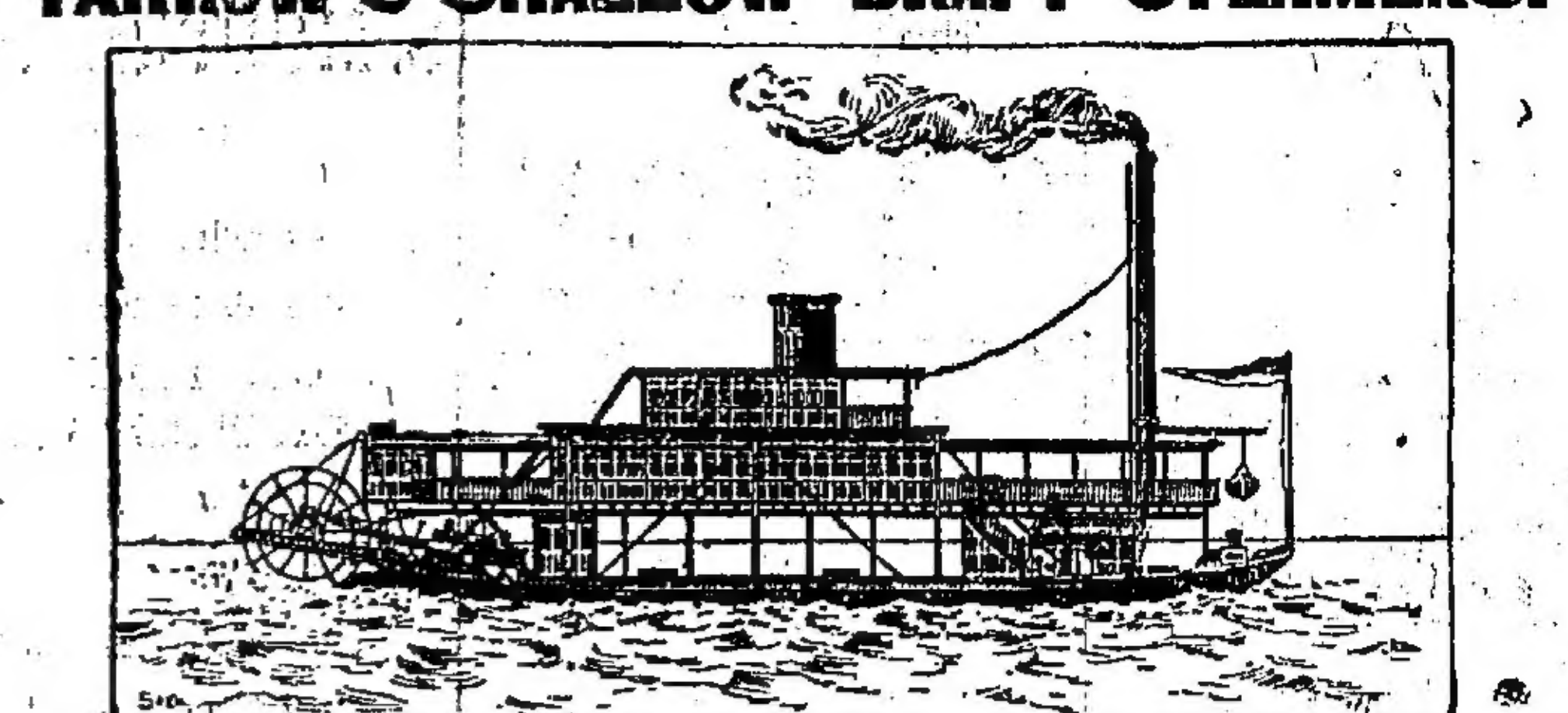
Books of all kinds

Under European Supervision

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5, WYNDHAM STREET, HONGKONG.

YARROW'S SHALLOW DRAFT STEAMERS.



STEAMWHEEL STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under many conditions of working, and of these Messrs. Yarrow have built a very large number of successful examples for all parts of the world. Vessels on this system are constructed when required, to draw as little as 10 inches. The construction of shallow river vessels propelled on various systems has been made the speciality of Messrs. Yarrow & Co., Ltd.

For particulars apply to YARROW & CO., LTD., Shipbuilders, POPLAR, LONDON.

By Special Warrant Purveyors to H.M. The KING

CROSSE AND BLACKWELL, LTD.

CELEBRATED OILMEN'S STORES PICKLES, SOUPS, JAMS, JELLIES, POTTED MEATS, MALT VINEGAR. AGENTS FOR LEA & PERAIN'S Worcestershire Sauce.

Dr J. COLLIS BROWNE'S CHLORODYNE

THE ORIGINAL AND ONLY GENUINE.)

COLDS, COUGHS, ASTHMA, BRONCHITIS.

CHLORODYNE is admitted by the profession to be the most wonderful and valuable remedy ever discovered. It is the best remedy known for Coughs, Colds, Consumption, Bronchitis, Asthma.

CHLORODYNE acts like a charm in Diarrhoea, and is the only specific in Cholera, and Dysentery.

CHLORODYNE effectually cuts short all attacks of Epilepsy, Hysteria, Palpitation and Spasms.

CHLORODYNE is the only palliative in Neuralgia, Rheumatism, Gout, Cancer, Toothache, Meningitis, &c.

Always ask for "Dr J. COLLIS BROWNE'S CHLORODYNE," and beware of spurious compounds or imitations. The genuine bears the words "Dr J. COLLIS BROWNE'S CHLORODYNE" on the Government Stamp of each bottle.

Sold in Bottles—Prices in England, 1/14, 2/9, and 4/8 each. (Overwhelming Medical Testimony accompanies each bottle.)

Sole Manufacturers—J. T. DAVENPORT, Limited, LONDON.

To Let.

TO LET. BROCKHURST, PEAK. 2 and 7, DE VOUX VILLAS, PEAK. 3, RUBYHOT ROAD. 73, WYNDHAM STREET. BRADSHAW ARCADE, Fine Shops, Office and 4 Dwelling Rooms. 15, QUEEN'S ROAD CENTRAL, Top Floor (over "Black, Macgregor & Co.") 17A, QUEEN'S ROAD CENTRAL, Rooms on Front Part, Top Floor over Acheson's.

RELIANT TERRACE HOUSES, ROBINSON ROAD. 4, CONDUIT ROAD. GLENWOOD, GLEN ROAD, suitable for a Boarding House or Club. Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, November 16, 1906. 1716

TO LET. 2ND FLOOR, No. 12, QUEEN'S ROAD CENTRAL. SEMI-DETACHED BUNGALOW (Sir C. P. Chatterjee) 60/80, ROAD, Kowloon. Apply to LEIGH & ORANGE, 1, Des Voux Road, Hongkong, November 15, 1906. 2115

TO LET. IMMEDIATE POSSESSION. NO. 4, MOSQUE JUNCTION, Rent \$50.00. NO. 1, ORMSBY TERRACE, Kowloon. Rent \$75.00. NO. 1, ORMSBY VILLAS, Kowloon. Rent \$125.00. NO. 1, ORMSBY VILLAS, Kowloon. Rent \$125.00. Apply to LOWE & BINGHAM, St. George's Buildings, Hongkong, November 3, 1906. 2144

TO LET ON LEASE. FROM 1st JANUARY, 1907. NOS. 6, 8, 10, 12 and 14, HOLLYWOOD ROAD. NOS. 2, 3, 4 and 5, SUN WALLACE. Apply to ARKATON V. AP AR & CO., 45, WYNDHAM STREET, Hongkong, October 24, 1906. 2112

HONGKONG CLUB. TO LET. TWO ROOMS, on the Ground Floor of the Annex, from date, suitable for a shop. Anyone disposed to offer for the same, please apply to C. H. GRACE, Secretary, Hongkong, May 26, 1906. 2171

TO LET. A HOUSE in WONG NEI CHONG OFFICES in KING'S BUILDING and YORK BUILDING. GODOWNS on PRAYA EAST. A HOUSE in ULIFTON GARDENS, Conduit Road. A HOUSE in RIFON TERRACE, BLAKE'S MOUNTAIN TERRACE. NO. 2, HILLSIDE, THE PEAK. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, November 17, 1906. 2119

TO LET. FROM 1st DECEMBER, 1906. YALTA, MOUNT KELLET, PEAK. Apply to HARRY WICKING & CO., St. George's Buildings, Hongkong, November 3, 1906. 2139

TO LET. A HOUSE in KNUITSFORD TERRACE, RAO, KOWLOON. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, August 1, 1906. 2118

TO LET. ONE GODOWN at EAST POINT close to the Water; suitable for the Storage of any cargo. Floor Area 6,100 square feet. Apply to JARDINE, MATHESON & CO. Hongkong, October 16, 1906. 2119

THE BACK DOOR. A SKETCH OF WHAT MIGHT HAPPEN. Reprinted from the "CHINA MAIL."

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Price \$1.00.

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SELF CURE NO FICTON! MARVEL UPON MARVEL! NO SUFFERER NEED NOW DESPAIR. Without running a doctor's bill for curing the deep ditch of misery, may safely, speedily and economically cure himself without the expense of a second party. By the application of THE NEW FRENCH REMEDY THERAPION.

A complete revolution has been wrought in the department of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely existing on miserable existence. THERAPION No. 1—A powerful remedy for discharges from the urinary organs, appearing in the form of urine, which is irritable, and the use of which does irreparable harm. THERAPION No. 2—A powerful remedy for discharges from the urinary organs, appearing in the form of urine, which is irritable, and the use of which does irreparable harm. THERAPION No. 3—A powerful remedy for discharges from the urinary organs, appearing in the form of urine, which is irritable, and the use of which does irreparable harm. THERAPION No. 4—A powerful remedy for discharges from the urinary organs, appearing in the form of urine, which is irritable, and the use of which does irreparable harm. 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**TANSAN TANSAN TANSAN**

BOTTLED BY THE  
**CLIFFORD-WILKINSON**

Tansan Mineral Water  
Co., Ltd.  
HONG KONG

THE FAVORITE MINERAL WATER.

Per Case of 48 Bottles	\$6.50
Per Dozen Bottles	\$1.20
Per Case of 100 Bottles	\$8.50
Per Dozen Bottles	\$1.15

**GINGER ALE**

Exports Testify That

**TANSAN** MAKES THE MOST WHOLESOME AND PALATABLE

**GINGER ALE**

IN THE WORLD

Per Case 48 Bottles	\$7.75
Per Dozen Bottles	1.95
Per Case 60 Bottles	8.55
Per Dozen Bottles	1.90

SAMPLES ON APPLICATION

SOLE AGENTS  
**H. PRICE & CO.,**  
Wine and Spirit Merchants,  
12, QUEEN'S ROAD CENTRAL.

**POWELL'S**

ALEXANDRA BUILDINGS.

FOR

**FIRST-CLASS DRESSMAKING**

and

**FASHIONABLE MILLINERY.**

REASONABLE CHARGES.

**POWELL'S**  
HONGKONG.

**SIR ROBERT HART'S MEMORANDUM**

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AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CHATER.

The Full Details Printed in Pamphlet Form.

Copies may be had at "China Mail" Office, Wyndham Street.

Price 50 Cents each.

The

**SAVOY,**

LIMITED.

**White.**

**Kid.**

**Gloves**

**\$1.25**

For Fair.

**THE SAVOY, Ltd.**

12, QUEEN'S ROAD,  
HONGKONG.

**THE OVERLAND CHINA MAIL.**

ALL THE NEWS OF THE WEEK.

TELEGRAMS,  
LOCAL NEWS,  
etc., etc.

THE BEST PAPER FOR POSTING TO FRIENDS AT HOME.

To be obtained at "The China Mail" Office, 5 Wyndham Street.

**XMAS GIFTS.**

JUST received a Large and Fine Assortment of JAPANESE XMAS AND NEW YEAR CARDS, AND CALENDARS, &c. MOST SUITABLE FOR POSTING TO EUROPE. PRICES VERY MODERATE. Inspection Solicited.

**I. NAKAZAWA,**  
7, D'AGUILAR STREET,  
Hongkong, October 24, 1906. 2052

**THE WELDON HOUSE, LIMITED.**

ARE SHOWING DRESS GOODS for the present season, HATS (Paris Model) of the latest Fashion, SWATOW DRAWN THREAD WORK and a Fine Selection of TRIMMINGS just received from PARIS.

Every Convenience in the DRESSMAKING DEPARTMENT. HATS remodelled and made to Order. INSPECTION CORDIALLY INVITED.

**10, D'AGUILAR STREET, HONGKONG.**  
Hongkong, October 24, 1906. 2061

**S. MOUTRIE & Co., LIMITED.**

Have established a reputation of over 11 years as First-Class PIANO MANUFACTURERS and are now able to supply Pianos unsurpassed for perfection of TONE and TOUGH and they are not affected by any Climate.

**PRICES FROM \$340.**

SOLE AGENTS FOR THE LEADING EUROPEAN MANUFACTURERS.

**S. MOUTRIE & Co., Ltd.**  
YORK BUILDINGS, CHATER ROAD,  
Hongkong, October 9, 1906. 18

**A. S. WATSON & Co., Ltd.**

**WATSON'S E LIQUEUR**

**SCOTCH WHISKY.**

**\$15.00...Per Case.**

**A. S. WATSON & CO., LIMITED.**

**WINE & SPIRIT MERCHANTS.**

ESTABLISHED A.D. 1841  
Hongkong, October 14, 1906.

**MEMOS. FOR TO-MORROW.**  
Miscellaneous.  
Goods per "Wahlan" undelivered after this date subject to rent.

**MEMOS. FOR MONDAY.**  
Auctions.  
11 a.m.—Meeting of Dairy Farm Co., Ltd., at Co.'s Town Office.  
2.30 p.m.—Auction of Tread, Serge Sub Longhi, Clothing, &c. at Messrs Hughes & Hough's Sales Rooms.  
Miscellaneous.  
Goods per "Ernest Simon" undelivered after this date at auction will be subject to rent and landing charges.  
Goods per "Pohsue" not cleared at 4 p.m. on this date subject to rent.

**General Memoranda.**  
WEDNESDAY, November 21—  
2.30 p.m.—Auction of Household Furniture, at No. 8, Canton Road.

**The China Mail.**

HONGKONG, SATURDAY, NOVEMBER 17, 1906.

ADVERTISING.

Not infrequently is the observation made that "advertising is done to death." Such a statement shows an absolute lack of knowledge of the elements of commercial economics. Practical experience has shown that advertising cannot actually be overdone. The best proof of that is the study of the business columns of any newspaper printed in English in any part of the world. There are some advertisements which are common to all. Those advertisers have graduated in the university of experience. They have gained the profitable knowledge that the greater the amount spent in advertising inevitably the greater business they will do. Consequently they seize every fresh opportunity for placing advertising orders. Many people are so blind to their own interests that they consider advertising as a kind of luxury and the placing of an order for space in a newspaper as conferring a favour upon the proprietor. In the first place it is not a luxury. The firm that wishes to do anything, more than grub along must keep itself prominently before the eyes of the people. The extraordinary argument is sometimes advanced that advertising is all very well in good times but that it should be the first thing to be cut down in bad. That would be as much as to say that a General advancing through a country abounding with supplies should detach a great number of his men and send them out to forage for the army. When, however, he came to a district where supplies were scarce he should send out fewer foraging parties or not send them at all. It is safe to assume that that General would have a tale of disaster to recite sooner or later. The analogy is well nigh perfect. The man who has something to sell, whether commodities or services, is compelled to advertise in good times because the fact that forage is plentiful does not place it within his reach unless he takes measures to bring it to him. In bad times when it is difficult to obtain, common-sense teaches him that to secure the normal amount of supplies he must increase the number of his foraging parties. Advertisements are, the foraging parties which penetrate through the social body and bring to those who who send them forth rich gifts as the reward for their practical wisdom. Firms which are doing a satisfactory amount of business not infrequently declare that "advertising is not necessary to them." That is generally when they have a virtual monopoly of a service or monopoly. This would be undoubtedly true were it not for the fact that in these days of competition a virtual monopoly across a tangent to rivals. A steamship line is perhaps the best illustration to cite. It might be argued that where a line is not faced by competition it would be obviously unnecessary to advertise. But no line is likely to enjoy the monopoly for long. When com-

petition comes, and its coming is always attended with considerable advertisement, the original firm has to expend large amounts in advertising in order to keep its position. Had it steadily advertised its name would have become associated in the mind of the reader with that particular service. Every reader is a potential shipper or passenger or purchaser and it is obvious that for a firm to be constantly held in mind as a supplier of any particular service or commodity is to its singular advantage. In this connection it is worth while recalling the matured judgment of the man who declared that if his name were not kept perpetually before the public he would be ruined. He did not care whether they applauded or abused him. All that he wanted was to be kept prominently in evidence. Publicity is the first essential of success in any walk of life. Some years ago a certain firm whose advertising bill amounts annually to over a million dollars found that orders were coming in at such a rate that it could not keep pace with the demand. It was decided to stop all advertising for six months. The result was simply astounding. Orders dropped by more than fifty per cent. At the end of the six months the position would have been alarming to men less abreast than those who had the management of the firm in question. They had simply utilised the months breathing time for doubling the capacity of their factories and at its termination they doubled their former expenditure in advertising. The result was that in an almost incredibly short space of time their factories were again taxed to the utmost. The truth of this story is well established. It is men of foresight and progressive instinct such as these who keep going in good times or bad and they never fall into the delusion that they are conferring a favour by advertising. Of course it is to the interest of newspaper proprietors that people should advertise as readers require a newspaper, not only to supply them with news, but to enable them to ascertain where their wants can best be supplied. But the fact that increased advertising is beneficial to the newspaper proprietor does not affect the fact that it is beneficial to the advertiser any more than the circumstance of an insurance agent drawing double commission adversely affects the company for which he works. Double commission means double business in that case and the benefit to the newspaper proprietor in the other necessarily involves a greater benefit to the advertiser. The fact should be held steadily in mind that the man with services or commodities to dispose of loses more by not advertising than does the newspaper proprietor.

Writing under date of October 19 our London correspondent says:—It seems very minor matter but the most important news of the week is the definite adoption by the great firm of Kynoch's of the metric system. It is universally admitted that a great benefit would accrue if British traders would associate themselves with the metric measures adopted almost universally, but there are practical difficulties in the way. One great gain would be the relief to education. At present it takes every child at least a year of school life to make himself acquainted with the mysteries of "Reduction." On the continent they have no Reduction. "Everything can be reduced by shifting the decimal point." If a few of our manufacturers, motor cars and microscopes, for example, we have found the millimetre necessary, and we should all be glad of the simplification involved in the universal adoption of the measurements that were introduced in France at the Revolution. The difficult question has always been, is it practicable? A standard brick has certain dimensions in inches; so have window frames and doors, and it would be a great wrench to change those to metric measurements. The difference is almost irritatingly small—a metric ton of 1000 kilograms being 2204

pounds while a standard ton is 2240 pounds, the French cricket pitch of 20 metres being only about 4½ inches short of the English 22 yards, but the difference is there and we shall have a difficulty in adapting ourselves to it when the necessity comes. Metric measurements are already legal in this country and the action of a few large manufacturers like Kynoch's may make the rest of us adopt them. The cost will be enormous, but the substantial gain may be worth it.

There seems to be some difference of opinion in regard to the respective sizes of the battleships "Dreadnought" and "Satsuma." It is claimed by the Japanese that the "Satsuma" is the larger by 1200 tons. This question, while interesting, is not of vital importance. For nine years to come if either of these great fighting machines have to demonstrate their capacity they will be fighting on the same side. The launch of the "Satsuma" has placed in the possession of the Anglo-Japanese alliance a superiority of sea-power which it would be impossible for any rivals to impair, unless the people of Great Britain permit the present Government to carry its fatuous disarmament policy to a ridiculous extreme. There is fortunately but little danger of that. Such a chorus of disapproval greeted the recent decision to abandon the construction of one of the Dreadnought type which had been approved, that it is improbable that the Government will increase its unpopularity by any further steps in the same direction. Japan does not suffer from weak-kneed politicians. The launch of the "Satsuma" has been accompanied by the statement that Japan proposes immediately to proceed with the construction of a battleship larger than any proposed by any of the other powers. This shows that she is determined to retain the control of the Far Eastern seas which she gained at the Battle of Tsushima. The dilatoriness and apathy of our present rulers shows up in vivid contrast to the energy and foresight of the Japanese, not only in naval but also in military matters. However, fortunately the present Government does not seem likely to have a long lease of life. The political indications all point to a speedy return to power of the Unionist party and in its hands it may be expected that our present leeward drift will be promptly checked.

#### LOCAL AND COAST NEWS.

The Criminal Sessions will commence on Monday next, at 10 a.m.

The French Mail of the 16th October was delivered in London on the 16th Nov.

A coolie was sentenced to six weeks' imprisonment, at the Magistrate's court, for stealing a quantity of European clothing, the property of Miss E. Flogge, of No. 2 Victoria Lodge.

It appears from a communication made to the Budget Committee of the Chamber of Deputies that the French Government has decided to maintain at its present strength the troops stationed in China for the protection of the Legation and of the French colony.

**Parcels for India.**  
On and after to-day the rate of postage on parcels to India will be as follows:—up to 5 lbs. in weight, 60 cents; to 7 lbs., \$1.10; to 11 lbs., \$1.80.

**Australia's Forces.**  
The British Australasian publishes the following:—"It is rumoured in India and Australia that Lord Kitchener, who is at present Commander-in-Chief of the Forces in India, will, on the expiration of his term, proceed to the Commonwealth, and place the land forces on a thoroughly satisfactory basis, afterwards visiting New Zealand and Canada with a similar object."

**Foreign Mission Work.**  
On Sunday (to-morrow) and Monday the Special Foreign Missionary Anniversary will be held at the Wesleyan Church, Wanchai. Special sermons will be preached on the Sunday. The evening preacher will be the Rev. Dr. Anderson from Fatahan. On Monday, a tea will be arranged at 6 o'clock, to be followed by the Annual Missionary Meeting. Mr. A. Mackenzie will preside. The meeting will be addressed by Dr. Anderson and the pastor, who will tell something of his recent experiences in the interior of Kwangtung. A good attendance is expected. Special collections will be made in aid of Foreign Mission work.

**COUP.**  
GIVE Chamberlain's Cough Remedy as soon as the child becomes hoarse, or even after the cough has appeared, and the attack may be warded off. There is no better medicine in the market for children than this remedy. It contains nothing injurious and as it is pleasant to the taste they readily take it. For sale by all chemists and druggists.

#### BY TELEGRAPH.

##### CLAN FIGHTS AT SINGAPORE.

##### POLICE CHARGE WITH BAYONETS.

(From Our Correspondent.)  
SINGAPORE, Nov. 15, 4.15 p.m.  
The clan fights which have taken place between the Leochia and Hokien clans have been transferred to the country.

An armed gang attacked a Chinese bungalow, one man being killed. Another gang looted a shop, and fired at the police. The latter charged the mob with fixed bayonets. The town is now quiet.

##### THE STANDARD OIL Co.

##### ALLEGED RESTRICTED OF TRADE.

##### Proceedings At St. Louis.

(Exclusive Service, Supplied by Reuters, via Bombay.)

LONDON, November 15.  
The United States Federal Attorney-General has entered a suit at St. Louis against the Standard Oil Company and its seventy constituent corporations.

There are seven individual defendants, including Mr. John Rockefeller. The Attorney-General asks the Court to rule that the Standard Oil Combination is formed upon unlawful grounds, restricts trade and aims at monopoly.

##### [REUTERS SERVICE.] THE BOER RAID.

LONDON, November 15.  
Ex-General Botha has offered his assistance to the Government against Germany.

##### GERMANY.

LONDON, November 15.  
Prince von Buelow, speaking in the Reichstag, said that Germany would carefully cultivate relations with Japan. Her aims in the Far East were purely economic. He defended the maintenance of peace and concluded by saying that Germany need not fear isolation if she kept her sword sharp.

##### THE UNITED STATES.

LONDON, November 15.  
President Roosevelt is investigating the disappearance of \$1,000,000 from the San Francisco relief fund.

##### AUSTRALIA AND THE NEW HEBRIDES.

LONDON, November 15.  
Mr. Deakin has informed a Melbourne deputation that the attitude of a third Power has compelled a hurried declaration of an Anglo-French dual control of the New Hebrides.

##### ROYAL NAVAL CADETS.

LONDON, November 15.  
Two sons of the Prince and Princess of Wales will enter the Osborne College, as naval cadets at Easter.

An accident of an unusual nature occurred to a coolie who was engaged in cleaning one of the sewers in the vicinity of Ship Street at an early hour this morning. The man had gone down into the sewer to do his work carrying a lighted lamp when suddenly there was an influx of gas. This was set on fire by the lamp and the coolie was severely burnt about the legs. He was removed to the Government Civil Hospital by the Police and will have to remain there for some time.

**Departure of Viceroy Shun.**  
Amongst the passengers booked for Shanghai by the P. and O. Company's mail steamer "Derwent" was Viceroy Shun, the late Viceroy of the adjoining Provinces. The Viceroy is accompanied by twelve high officials, eight juniors and a number of servants who are accompanying him to his new post. Since the arrival of Viceroy Chou Fu in Canton H. E. Shun has lived a secluded life at the Dutch Folly, and yesterday sent to Hongkong and engaged boats for his party to Shanghai. Enquiry at the P. and O. Office showed that the number of passages given above had been secured for Viceroy Shun and party but even the local police or detectives did not appear to know of His Excellency's arrival in the Colony, so quietly arranged his departure. Since being superseded in Canton Viceroy Shun had declined to see all visitors and has endeavoured to keep as much out of the public gaze as possible.



STRANDING OF THE  
"KINSHAN."

## The Court's Finding.

The marine inquiry, held at the Harbour Office yesterday afternoon, was concluded after we went to press. There was no material evidence further than that already published.

The Court after a short deliberation brought in the following finding: That the s.s. "Kinshan" left Hongkong on September 18th at 8.30 a.m. bound for Canton with a general cargo, 427 passengers and 100 crew. The ship was well found and powered. The typhoon drum was hoisted at the appointed place indicating that there was a typhoon eastward of the Colony within 300 miles. That on reaching the Cape Horn Pass the wind backed to W.N.W. The captain's original intention was to anchor south east of the East Brothers, but he proceeded to Pillar Point instead. This, in the opinion of the Court, was an error of judgment on the part of the master, who most certainly ought to have taken the vessel south east of the East Brothers. That, in the opinion of the Court, the evidence carefully gone into, when the vessel foundered, she was dragging with 30 fathoms of chain out, and the ship was stranding on the north point of the East Brothers, we consider it was clearly the duty of the master to have let her go and anchored at all his cable. This, in the opinion of the Court, would have held the ship and prevented her stranding. That owing to the abnormal conditions under which the master was navigating, with regard to the hurricane force of the wind and blinding rain squalls, the Court consider that a severe penalty was placed on the master for allowing his ship to be wrecked on the north point of the East Brothers.

## A TYPHOON VICTIM.

## Begging for a Passage Home.

A Chinaman who lost his all in the great typhoon of September 18 and has since been living on public charity was brought before Mr. F. A. Hazeland, at the Magistrate's Court, this morning, charged with begging. Apparently there may be many such people that have not come to the ears of the authorities, who, although they are destitute, are not able to receive anything out of the large sum of money subscribed by the people of the Colony to assist typhoon sufferers, even though they apply for it.

The man in question has attracted a good deal of attention from Europeans and Chinese alike during the last week as he sat in Forder Street, near the Post Office, with a yellow paper covered with Chinese characters spread out in front of him and received the stray cents that were dropped by the charitable who were able or had the time to read the paper. Yesterday he attracted the attention of Inspector Ritchie, who, seeing an able bodied man begging in the street, took him up to the Central Police Station and decided to investigate his case. The story the man told, which appears to be a true one, was one that would certainly appear to entitle him to a few dollars from the Relief Fund.

Defendant stated that he was formerly the owner of a large fishing junk on which he employed some of his relations and family to the number of 18. On the morning of September 18 they were some miles out from Swatow when the typhoon swept over the vicinity and the junk, with many others that were in the vicinity, went down. By clinging to some wreckage defendant and one other of his crew kept themselves afloat until they were picked up by a passing junk some hours after the typhoon had passed and were brought on to Macao. The other sixteen of the crew were drowned. From Macao defendant found his way to Hongkong and he declares he was unable either to get employment or a chance to return to his native village of Chan Wai, near Swatow. There he has friends who will assist him, and hearing of the money that had been subscribed for the relief of typhoon victims he applied to the Tung Wah Hospital for assistance.

The authorities, after listening to defendant's story, asked the number of his boat and on being told that it was not registered or numbered, locally, they said that nothing could be done for him. "The fund was not meant for the assistance of people wrecked so far away as Swatow." There was nothing for him then, but to beg for sufficient money (one or two dollars) to take him back to his village, and getting the piece of paper mentioned above wrote out at the Tung Wah Hospital defendant set down in the street with it, in true Chinese fashion, to wait until such time as the gods thought it advisable to send him sufficient money for the sea trip.

It was long in coming and when Inspector Ritchie intervened he had not yet only sufficient success to keep him alive while he waited. Mr. Hazeland said that the story sounded a true one, and instead of dealing with the man as an offender ordered that he should receive a couple of dollars from the poor box to buy his passage back to Chan Wai and provide him with a little money for food on the way.

## Outbreak of Cattle Disease.

It was reported this morning that an outbreak of cattle disease had occurred at Pockfulum, amongst the cattle kept by the French Mission. On inquiry from the authorities the report was confirmed but it was stated that the outbreak was probably a very slight one from which there would be no danger of the disease spreading. The Colonial Veterinary Surgeon went out to the French Mission's paddocks to make investigations but the result of his visit is not yet available.

## SPORTING.

## Cricket.

## HONGKONG CLUB, v. NAVY.

The match between the Navy and the Hongkong Club commenced at 1.45 this afternoon on the Cricket Ground, the Hongkong Club batting first. R. Hancock and T. Searcote Smith opened the innings. Runs came slowly for awhile and before twenty had been scored Smith skied a ball behind the wicket-keeper's head. Aimes who was fielding in the slips ran in, but just failed to get to the ball before it had touched the ground. Play was quiet, but occasionally both batsmen opened out and drove well. When the score stood at 44 Hancock relieved Aimes and from the first over five runs were scored. A neat glance to leg by Smith carried the total past the half-century. The partnership was broken before another half a dozen runs were added, Hancock being caught at the wickets by Salton of Woodward. He had made 23. Powell played the remainder of the over without scoring, but commenced his score next time he faced Woodward by striking one to leg for two runs. Had some a first lower relief? Woodward with the total at 70 and in his first over he all but hit Powell a difficult chance half-way up the pitch. Two deliveries later, however, he captured Smith's wicket, Aimes holding up easy catch. The retiring batsman made 43 runs, out of the 72 scored while he was at the wickets. A helps joined Powell and the pair were still together when the century was reached.

At 3 o'clock the scores were—  
HONGKONG CLUB.  
R. Hancock, c. Salton, b. Woodward... 23  
T. Searcote Smith, c. Aimes, b. Woodward... 43  
H. Hancock, not out... 24  
J. Powell, not out... 16  
Total... 112

Navies for... 111

## Yachting.

## CORINTHIAN YACHT CLUB.

To-morrow the opening cruise of the Corinthian Yacht Club takes place. A start will be made from the Club house at 11 a.m. the cruise may be flag ship. A launch, for the convenience of non-boating members and their friends who are unable to find other accommodation, will leave Blake Pier at the same time, and the Club's first fleet of boats will follow the May.

All the One design class, eight all told, are now turned up and about. Guel and Nina are the only two with their last year's skippers. As there, it is hoped, will be steered by her owner, who will not have the wily Witellet to help lift all the silver cups this year. It is doubtful if he will take charge of Thecla, though it is probable her owner will sail her. Juan (late Hibernia), Ariel, Meta (late Antrimoda) and Fne are all in charge of new owners, and consequently the question of selecting the winning boat is very difficult. The sport should be good.

One good feature, which is generally appreciated, is the early starting time, as before both morning and afternoon were split for those who had anything else to do after 4 p.m.

THE CHINA MAIL has again presented a cup for the One-Design class, which will be sailed for on January 20.

## Volunteer Reserves.

The following are the highest scores for the Pool Competition held at the King's Park Range on the 10th and 11th November, 1906:—J. N. Jones, 68 + 12 = 80; A. Blowsy, 57 + 12 = 69; A. Jenkins, 65 Scratch 65; C. E. H. Beavis, 59 + 6 = 65; H. T. Richardson, 51 + 14 = 65; F. J. Woodhouse, 58 + 4 = 64; J. C. Gow, 63 Scratch 63; D. Willis, 51 + 12 = 63; H. W. Bird, 49 + 14 = 63; G. H. Wakeman, 57 + 4 = 61; A. W. J. Watt, 56 + 4 = 60; E. W. Terry, 48 + 13 = 61; J. H. Pidgeon, 58 Scratch 58; J. Hutchings, 37 + 20 = 57; Dr. Evans Jones, 49 + 10 = 59; J. M. McCubbin, 42 + 14 = 56; C. Bond, 49 + 4 = 53; A. S. Gubbay, 38 + 14 = 52; E. J. Philpott, 44 + 6 = 50.

The bed of the sea off the Portuguese coast near Lisbon is reported to have been affected by the recent seismic disturbances, several shoals of considerable extent having been discovered where there was formerly a depth of many fathoms at low water. Soundings have been taken, and new Admiralty charts will be made.

It is reported that Messrs. Cammell, Laird and Co. have decided to build an extensive iron and steel works on Crumlynn Burrows, near Swansea Docks. About £2,000,000 will, it is said, be spent on the construction and equipment of the works, which will give employment to about 10,000 men.

The vessels of the Channel Fleet were engaged in carrying out battle practice, when the last mail left home, and despite unfavourable weather, the competition had been well advanced. The boxer posted with the battleship "Prince George," which achieved some excellent results with her 12-inch guns, twelve hits being recorded out of sixteen rounds. The total number of hits credited to the vessel was 46, though the target was so much damaged that the hits could not be recorded with any degree of certainty. Other results to hand are as follow:—"Juno," 36; "Good Hope," 35; "Glorious," 31; "Goliath," 28; "Cresser," 25; "Triumph," 25; "Albatross," 21; "Cornwallis," 18; "Ocean," 14; "Illustrated," 11; "Vengeance," 10; "Dido," 7; "Topaz," 7; and "Hampshire," 6.

THE "HEUNGSHAN"  
REFLOATED.

After weeks of labour by an army of men and the expenditure of a very large sum of money the Hongkong, Canton and Macao Steamboat Company's favourite steamer "Heungshan" was refloated this morning. It will be fresh in everybody's memory that the "Heungshan" has been ashore for nearly two months where she was driven on the rocks during the great Typhoon of September 18th and that many attempts have been made to get her off, which, until last night proved without success. Last night the tide was very high and it was decided to make a supreme effort to refloat the steamer, as in the event of failure she would have to wait another month before another such favourable opportunity presented itself. The effort was successful and the "Heungshan" was towed into the Harbour about midday and has since been taken to the Kowloon Docks where she will be repaired.

## LAWLESSNESS IN CANTON.

## The New Viceroy's Intention.

The Canton papers report that the new Viceroy is not satisfied with the available force at his disposal in Kwang Tung for the suppression of the brigandage and piracy which have been such a marked blot on the rule of the late Viceroy. Chou fu has made things more possible for himself, inasmuch as he has arranged that he will be supported by men of his own choice in his determination to bring about a better state of things. He has, it appears, brought with him to the Two Kwang a certain number of men whom he can rely upon to assist him in enforcing a better condition of affairs.

The reports tell us that these officials are to be given certain powers to look into matters throughout the Provinces under the Viceroy's rule, and already notices have been sent to the local mandarins that their devotion to their duty will be watched by these special assistants of the new Viceroy. That things are still unsatisfactory is evident from a robbery which was perpetrated in one of the respectable streets of Canton only two or three days ago. A band of robbers, numbering about a dozen, entered a house and held up the inmates both men and women, for they were all provided with modern weapons. The robbers then ransacked the whole house and carried off everything they thought worth while, from money and jewellery on the one hand to clothes on the other. They appear to have got off without any molestation, and it was only after they had decamped that the inmates were able to free themselves and appeal to the magistrates for assistance in the recovery of their property.

Whilst such robberies, and armed robberies at that, are of such frequent occurrence, it is evident that there is still room for improvement, and in this particular matter there will be opportunity for Viceroy Chou Fu, and those whom he has brought with him to assist him in the work, to show of what they are made. If Viceroy Chou is able to do little else than suppress the constant robberies which have plagued the latter years of the previous Viceroy's regime he will deserve well of both Europeans and Chinese. This of course will not be an easy task and he knows it. Indeed it is because of the robberies that had reached him of the constant robberies that were perpetrated in the Province of Kwang Tung and further of the recrudescence of actual rebellion in the Kwang Sai Province that he determined to act as he has done.

There are two ways by which he can get trouble rooted out. One is to suppress it with ruthless severity. The other is to look into the industrial condition of affairs so that if possible work may be forthcoming for those who are more or less dependent on their daily work for a precarious existence. It has been said that, owing to the introduction of railways and so many steam launches, many of the boatmen and those who were engaged in the making of native craft, have been thrown out of employment, and that they join the ranks of robbers because they cannot get work to do and yet must live. Whatever truth there may be in such current rumours, and probably there is some, such a state of affairs cannot be allowed to continue, and we hope that the determined attitude which the new Viceroy seems to have taken will soon make itself felt and that the results will be seen and rewarded.

## PEARY'S EXPEDITION.

## LONDON, Nov. 5.

Commander Peary's homeward voyage was an incessant battle with ice and storms. There were no deaths through illness, though sometimes they were starving and compelled to eat their dogs. The expedition left New York on July 16th the previous year.

## A LIVELY ELECTION.

## A Modern Donnybrook.

At the election for Galway, replacing Mr. Dowlin, who has retired, the voting was Mr. Stephen Guinness, Nationalist, 933; Mr. Shawe Taylor, revolutionist 677 (dissolution).

Fighting with shillalags went on all day and the police were powerless.

Six persons were sent to hospital and forty arrested in the Galway riots.

## AMOY NOTIS.

(From Our Correspondent.)  
KING'S BIRTHDAY.

King's Birthday passed very quietly in Amoy, in great distinction to former years. The cutter "Flora" which was port, having arrived on the previous day, docked ship for the occasion and fired the royal salute, but beyond that nothing was done in any way to fittingly celebrate the anniversary of the Birthday of England's sovereign. An attempt—a feeble one—to get up a cricket match was made in the afternoon but it fell through, owing to in-utility of players.

## THE RACE.

Training is in full swing for the races and a large number of spectators turn out for the morning spins. The grilles are said to be a very fine lot and good racing is already anticipated.

## CORRESPONDENCE.

## THE NAVY.

(To the Editor of the "CHINA MAIL.")  
Sir,—On the anniversary of Nelson's great victory, which rendered possible the extension of the British Empire to its present world wide limits, the thoughts of all subjects of the King must turn to the Navy, on which the safety and welfare of His Majesty's dominions now more than ever depend.

To-day, in a special sense, it behoves every thoughtful and loyal Briton to consider whether our maritime strength is equal to the duties it must be able to discharge—the safeguarding of our sea communications, of our shores at home and abroad, and the protection of our supply of food and raw material.

The Navy League is a strictly non-partisan organization. The members of its Executive Committee hold diverse political convictions, but in the twelve years of the League's existence they have worked together in harmony, with the sole object of fixing attention upon the efficiency and sufficiency of the Navy. National safety is of paramount importance alike to all parties in the State and to every citizen of the Empire.

Naval policy must be consistent and continuous if efficiency is to be maintained. In November last year a document entitled "A Statement of Admiralty Policy," commonly known as the "Lawford document," commencing the principal intended to guide naval policy, was issued by the Admiralty. It stated:

"At the present time strategic requirements necessitate the output of four large armoured ships annually; and, unless unforeseen contingencies arise, this number will not be exceeded. But, as it is obvious that this was only considered as the minimum programme, there followed the words:

"And while they anticipate at present that the output of four large armoured ships a year should suffice to meet our requirements, there will be no difficulty whatever in increasing this output to whatever extent may be necessary in consequence of any increase of naval power abroad."

In the House of Commons on July 27 last, Mr. Robertson, Parliamentary Secretary to the Admiralty, announced the intention to carry out the programme above stated and to lay down only three armoured vessels in the current year.

The question thus arises. How is it possible that the same adviser who last November considered the output of eight armoured vessels for the two years next ensuing, should now propose in an output of five only, when foreign naval powers are showing an increased activity and our own Navy is weakened by the loss of the "Mentagu"? The answer was given by Lord Tweedmouth in the House of Lords on July 30 last, when, explaining the sequence of the Naval Estimates, he reduced the number of armoured vessels proposed for the next two years from eight to five, and stated that this was due to the desirability of making reductions. All the circumstances were surveyed, and all came to the conclusion announced.

It is noteworthy that in this statement no reference was made by Lord Tweedmouth to the suggestion put forward in the House of Commons by the Prime Minister that the two-Power standard, as it is commonly understood, might with safety be abandoned.

Here, then, is the case in a nutshell. Political considerations implying subservience to the outcry for retrenchment have brought about a reduction in our first line of defence, a direct incentive to our possible adversaries to push forward their naval preparations.

If the nation wishes to be secure, it must insist that in the estimates to be presented next year, preparations be made for the laying down of an armoured ship as every two European Powers, so as to maintain, in the future, that two-Power standard which, up to this year, has been accepted by both political parties as indispensable for the safety of the country. Projected foreign battleships are as follows: France, 6; Germany, 2; United States, 2. It is currently stated in the Press that it is proposed in the near future materially to reduce the number of battleships in commission; which will necessarily place officers on half-pay and men on shore, their reliance on the efficiency of the fleet and its thorough maintenance in the absence of any official confirmation of this rumoured new departure, the Naval League withholds comment on what would be reversal of our accepted naval policy, likely to prove disastrous to the service and the country.

History, and notably recent history, teaches that the results of chess-playing in the services, has invariably been to maul the taxpayer in pounds for every shilling, if not for every penny, momentarily saved. We would therefore impress upon our fellow-citizens that the maintenance of our first line of defence is absolutely essential to the safety of the country, and that it is the indispensable premium of insurance upon our world-wide commerce and our national existence, which we must pay or perish; and that it would be more rational to abolish the Navy altogether than to cripple it by ill-judged economies.

I have the honour to be, Sir, Your obedient servant,  
H. S. Flower,  
Chairman of the Executive Committee.  
E. R. Fawcett,  
Vice-Chairman.  
W. L. CHURCHILL, Secretary.  
THE NAVY LEAGUE,  
13 Victoria Street, London, S. W.  
October 19, 1906.

## A WORD TO TRAVELLERS.

THE enormous incident to traveling and a change of food and water often brings on diarrhoea, and for this reason one should leave home without a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy. Sold by all chemists and druggists.

## BY WHARF AND WAVE.

The new battleship "Dominion," while on passage from Quebec to Bermuda for repairs, was caught in a terrible hurricane, which lasted nearly two days. A correspondent on board, in a letter states that he was never so near death before. "When the ship grounded in the River St. Lawrence, on her way to Quebec," he writes, "her double bottom on the port side was much damaged, and 400 tons of oil fuel which was stored there was completely lost, the water flooding the compartments. The ship, however, proceeded to Quebec to receive the gifts from the Canadians, and was proceeding to the Bermudas to be placed in a floating dock for temporary repairs when a hurricane was encountered. Before leaving Quebec only just sufficient coal was taken on board for the journey, so as to have her lights as possible for docking. Emergencies had not been anticipated, and, while breasting the gale, marines and seamen were employed in the empty bunkers digging out coal from every available corner in order to keep the boilers supplied. For 36 hours not a man was off duty, and every officer and man worked with perfect discipline, quite regardless of the most trying conditions. Happily the storm abated just in time, and port was only reached by exerting the greatest economy."

The damage to the huge Pacific Mail liner "Mongolia," as a result of running on the reef at Midway Island on the night of Sep. 15th, is more than was at first estimated. Early on the morning of the 15th ult. the "Mongolia" was placed in dry dock at Hunter's Point, San Francisco, and during the afternoon representatives of the Pacific Mail Company, as well as Government inspectors, looked over the big steamer. After being placed high and dry in the dock the "Mongolia" looked like a sieve for hours. All along her keel from a point beneath her forward mast to a point below the bridge, there was a stream of water pouring from her interior, particularly on the starboard side, where the most damage was done. As last fifty of the big bottom plates were found to be dented or broken, and perhaps two score rivets had been sheered off. The bilge keel was smashed and curled up in many places. There was no apparent damage at the bridge. Representatives of the Union and Rendon iron works were also at the dry dock but they were unable to give out estimates of the cost or time required to make necessary repairs. It is believed, however, that the "Mongolia" will be laid up at least two months, and that at least twelve of her bottom plates will have to be renewed. Twenty or thirty other plates will have to be strengthened.

Some days ago we received a copy of the Seattle Times containing reference to the relinquishment of the command of the "Minnesota" by Captain J. H. Rinder. We have made enquiries hereto ascertain something definite regarding the trouble between Captain Rinder and the Company but the local agent's informant of it. According to the Seattle paper "the resignation of Capt. Rinder came as a result of friction aboard ship and with the company. He fell out with Purser Robertson over a question of authority. On the ship the master's authority is supreme, but the difficulties between the two did not heal up. When the trouble was reported to the company upon the boat's arrival, the matter was referred to St. Paul for arbitration and decision."

"Company officers have tried to save both officers, for Capt. Rinder has been with the company since it entered the Oriental trade and Purser Robertson went on the boat with a good reputation. A proposal was made that the purser tender an apology to Capt. Rinder and the matter be dropped. Capt. Rinder would not consider a compromise and abruptly offered his resignation, the Company having dismissed him on arrival.

"It is not at all certain that Purser Robertson will go out with the ship. Capt. Rinder was bitterly opposed by the Masters and Pilots Association when he came to take command of the "Minnesota" and an effort was made to prove that his naturalization papers were illegally obtained. He was formerly a British subject and held a commission in the royal naval reserve, a commission necessary in the English maritime service to obtain for him command of the larger steamers flying the British flag.

"During the time he was running out of San Francisco Capt. Rinder took out his first papers, and showed that he had been a resident of this country and had been running on American boats long enough to entitle him to citizenship papers. He obtained his final papers just a short time before going to the Pacific Mail, and this circumstance led to most of the trouble. After an investigation the attorney-general dropped the case.

Capt. Rinder is a strict disciplinarian, and his rigid enforcement of company rules caused some friction on the "Minnesota" during her first trips. There has been no recent trouble until the question of authority arose between the captain and purser. The company sustained the captain, but the effort to adjust conditions by apologies resulted in the open rupture.

Nothing to Fear.  
MOTHERS need have no hesitancy in giving Chamberlain's Cough Remedy to their little ones, as it contains absolutely nothing injurious. This remedy is not only perfectly safe to give small children, but is a medicine of great worth and merit. For sale by all chemists and druggists.

## SOCIAL AND PERSONAL.

The Illustrated London News to hand by the last mail, contains an excellent photograph of the late Capt. Barnes-Lawrence.

The Rev. J. H. France will conduct the meeting of the Hongkong Christian Union at 5.30 p.m. on Monday next at the European Y.M.C.A., Alexandra Buildings.

The Rev. Howard Agnew Johnston, D. D., of the Central Presbyterian Church, New York city, will arrive in the Colony about Tuesday by the s.s. "Minnesota" and remain here one week, holding meetings in various places under the auspices of the Young Men's Christian Association.

The following extracts are from the London Gazette: October 6th; The Duke of Cambridge's Own (Middlesex Regiment), Second Lieutenant A. Ferguson to be Lieutenant, vice D. H. L. Thomas deceased. Dated 11th September, 1906. The undersigned Gentlemen Cadets from the Royal Military College to be Second Lieutenants. Dated 6th October. The Queen's Own (Royal West Kent Regiment), Douglas James Johnston, vice P. A. Prescott-Roberts, seconded. The Duke of Cambridge's Own (Middlesex Regiment), Robert Cecil Hardingham, in succession to Lieutenant D. H. L. Thomas deceased. October 12th: The Duke of Cambridge's Own (Middlesex Regiment), Lieutenant Alan M. Bellingham is placed on temporary half-pay on account of ill-health. Dated 13th October, 1906.

The Times (October 15) says:—M. Gerard, the newly appointed French Ambassador to Tokyo, will leave for his post within the next day or two. He has been Minister at Brussels for the last eight and a half years. M. Gerard is one of the most distinguished members of the French diplomatic service. He was Minister at Orléans at the time of the Montenegro marriage, and was in Brazil in the same capacity when the Republic was proclaimed. He was then transferred to Peking, where he signed the Franco-Chinese conventions of delimitation and commerce in 1895. He is thus no novice in the affairs of the Far East. M. Gerard held subordinate positions in the diplomatic service at Washington, Madrid, Bern, and Rome. Few heads of missions in the French diplomatic service have had his experience in international politics. Tokyo having now become for France, as it is, indeed, for other countries, a post of first-rate importance, it would have been difficult to select a more fitting companion. M. Gerard is not only a capable diplomatist, but a man of broad views and personal initiative. The choice is excellent in every respect.

## FROM THE ANTILLES.

CHAMBERLAIN'S COUGH REMEDY BENEFITS A CITY COUNCILMAN AT KINGSTON, JAMAICA.

MR. W. O'Reilly, Mayor, who is a member of the City Council at Kingston, Jamaica, West Indies, writes as follows:—"One bottle of Chamberlain's Cough Remedy had most effect on a cough that was giving me trouble and I think I should have been more quickly relieved if I had continued the remedy. That it was beneficial and quick in relieving me there is no doubt and it is my intention to obtain another bottle." For sale by all chemists and druggists.

THE  
"NEW WEEKLY."  
ISSUED TO-DAY.

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IS  
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A CERTAIN CURE FOR  
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A. W. SLATON,  
Manager.  
Hongkong, April 12, 1906. 700

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## THE YARN MARKET.

Messrs Owarjee Pallanjee and Co report

under date of the 15th inst:—

Since the issue of our last report on the 2nd inst. per a.s. "Sims," the yarn market has been closed and no sales have been effected during the interval. In accordance with previous arrangements business will be resumed on the 18th inst, but we do not expect any large transactions to transpire as dealers have still on hand a considerable quantity of high-priced yarn and reports from the consuming districts continue discouraging. The new demand submitted by dealers for their acceptance, in their letter of the 30th ultimo, have received no attention from the latter, and sellers are anxious to set independently of each other and in accordance with their own wants and wishes, and considering the gloomy condition of the market we do not anticipate any improvement in the near future. Our quotations are quite nominal. Arrivals per steamers "Malta" and "Ischia" of about 9,374 bales. Shipment to Shanghai and Northern Ports of about 3,700 bales. The unrolled stock is estimated at about 105,000 bales. Local Yarn:—No business is reported, the mill working only two days in the week. Japanese Yarn:—Some business has been done in these threads, sales reported amounting to 250 bales 20s. at \$123 to \$129.

## LAME BACK.

THIS ailment is usually caused by rheumatism of the muscles and may be cured by applying Chamberlain's Pain Balm two or three times a day and rubbing the parts vigorously at each application. If this does not afford relief, bind on a piece of flannel slightly dampened with Pain Balm, and quick relief is almost sure to follow. For sale by all chemists and druggists.



## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY

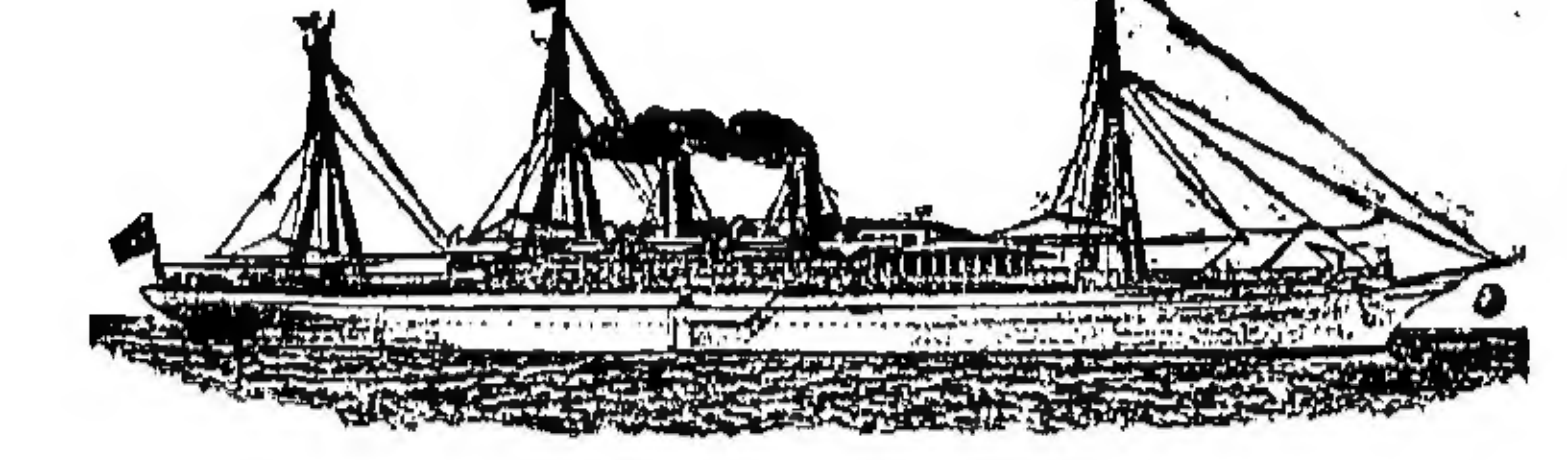
Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FROM	STEAMERS	TO SAIL ON	REMARKS
LONDON & ANTWERP, Via	CEYLON	About 21st	Freight and Passage.
SPAIN, PANAMA, COLON, Port	Capt. E. P. MARTIN	November.	
DELHI	DELHI	About 30th	Freight and Passage.
MAIT	MAIT	November.	
MAIT	MAIT	November.	

P. & O. S. N. Co.'s Office.

## CANADIAN PACIFIC RAILWAY COMPANY'S

ROYAL MAIL STEAMSHIP LINE.



## LUXURY-SPEED-PUNCTUALITY.

The only line that maintains a Regular Schedule of 11 Days across the Pacific with the THOMPSON LINE.

11 DAYS VICTORIA TO VANCOUVER.

11 DAYS HONGKONG TO VANCOUVER.

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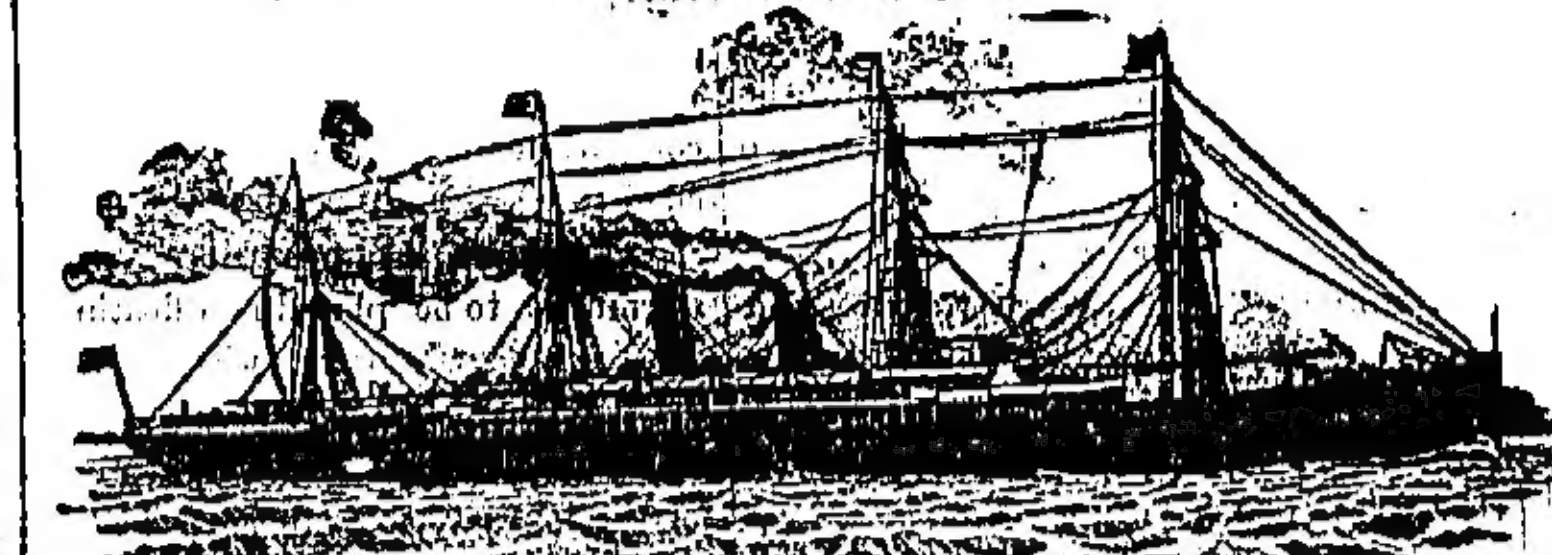
11 DAYS HONGKONG TO VANCOUVER.

## Shipping.

## PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, to China, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES	REMARKS
NIPPON MARU	11,000 TONS	TUESDAY, 20th Nov., at Noon.
AMERICA MARU	11,000 TONS	FRIDAY, 23rd Nov., at Noon.
AMERICA MARU	11,000 TONS	TUESDAY, 27th Nov., at Noon.
AMERICA MARU	11,000 TONS	FRIDAY, 30th Nov., at Noon.
AMERICA MARU	11,000 TONS	TUESDAY, 3rd Dec., at Noon.
AMERICA MARU	11,000 TONS	FRIDAY, 6th Dec., at Noon.
AMERICA MARU	11,000 TONS	TUESDAY, 9th Dec., at Noon.
AMERICA MARU	11,000 TONS	FRIDAY, 12th Dec., at Noon.
AMERICA MARU	11,000 TONS	TUESDAY, 15th Dec., at Noon.
AMERICA MARU	11,000 TONS	FRIDAY, 18th Dec., at Noon.
AMERICA MARU	11,000 TONS	TUESDAY, 21st Dec., at Noon.
AMERICA MARU	11,000 TONS	FRIDAY, 24th Dec., at Noon.
AMERICA MARU	11,000 TONS	TUESDAY, 27th Dec., at Noon.
AMERICA MARU	11,000 TONS	FRIDAY, 30th Dec., at Noon.
AMERICA MARU	11,000 TONS	TUESDAY, 2nd Jan., at Noon.
AMERICA MARU	11,000 TONS	FRIDAY, 5th Jan., at Noon.
AMERICA MARU	11,000 TONS	TUESDAY, 8th Jan., at Noon.
AMERICA MARU	11,000 TONS	FRIDAY, 11th Jan., at Noon.
AMERICA MARU	11,000 TONS	TUESDAY, 14th Jan., at Noon.
AMERICA MARU	11,000 TONS	FRIDAY, 17th Jan., at Noon.
AMERICA MARU	11,000 TONS	TUESDAY, 20th Jan., at Noon.
AMERICA MARU	11,000 TONS	FRIDAY, 23rd Jan., at Noon.
AMERICA MARU	11,000 TONS	TUESDAY, 26th Jan., at Noon.
AMERICA MARU	11,000 TONS	FRIDAY, 29th Jan., at Noon.
AMERICA MARU	11,000 TONS	TUESDAY, 31st Jan., at Noon.

## RECORD FAST TRIPS.

Yokohama to San Francisco, S.S. KOREA, 18,000 tons, September 18-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, S.S. SIBERIA, 18,000 tons, August 16th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama, S.S. SIBERIA, calling at Midway Islands and Honolulu enroute, August 18th-31st, 1905, 13 days.

Yokohama to San Francisco, S.S. SIBERIA, 18,000 tons, Oct 18th to 28th, 1905; 10 days, 10 hours and 20 minutes.

THE T. K. K. Steamship NIPPON MARU will be despatched from Hongkong to San Francisco, via SHANGHAI, NAGASAKI, (INLAND SEA), KOREA, YOKOHAMA and HONOLULU, on TUESDAY, the 20th November, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

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## Shipping.

## IMPERIAL

## GERMAN

## MAIL

## LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.

NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND

PASSENGERS AND CARGO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH

AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

ROON, Captain MEINER, with MAILS, PASSENGERS, SPECIE AND

CARGO, will leave this Port at Noon, on Monday, the 19th November, Cargo

and Specie will be received on Board until 5 p.m. on Tuesday, the 20th November,

and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 20th

November.

Contents of Packages are required. No Parcel Receipts will be signed for less than

50 lbs. and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Lines can be washed on board.

RATES OF PASSAGE MONEY FROM

HONGKONG:

To Naples, Genoa and Gibraltar ... 1st Class ... 2nd Class ... 3rd Class

To Southampton, London, Bre- ... 1st Class ... 2nd Class ... 3rd Class

men and Hamburg ... 1st Class ... 2nd Class ... 3rd Class

To New York, via Suez ... 1st Class ... 2nd Class ... 3rd Class

Via Naples, Genoa or Gibraltar ... 1st Class ... 2nd Class ... 3rd Class

Via Bremen or Southampton ... 1st Class ... 2nd Class ... 3rd Class

RETURN ... 1st Class ... 2nd Class ... 3rd Class

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or

Gibraltar and travelling to Bremen or Southampton overland, the same rates to

be applied as via Naples, Genoa or Gibraltar, but in this case the cost

of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co.,

from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore

to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is

however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L.

Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using

an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,

HERBERTSHOF, MATUPE, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

STEAMERS.

SAILING DATES.

PRINZ SIGISMUND ... 11,000 TONS ... TUESDAY, 11th Dec., 1906.

SANDAKAN ... 11,000 TONS ... TUESDAY, 8th Jan., 1907.

MANILA ... 11,000 TONS ... TUESDAY, 5th Feb., 1907.

ON TUESDAY, the 11th day of December, at Noon, the STEAMSHIP PRINZ SIGIS-

MUND, Captain LENZ, with Mails, Passengers, and Cargo, will leave this port

as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

To MANILA ... 1st Class ... 2nd Class ... 3rd Class

To NEW GUINEA ... 1st Class ... 2nd Class ... 3rd Class

To BRISBANE ... 1st Class ... 2nd Class ... 3rd Class

To SYDNEY ... 1st Class ... 2nd Class ... 3rd Class

To MELBOURNE ... 1st Class ... 2nd Class ... 3rd Class







